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1. Between 2 p.m. and 7 p.m. on 13 May 1954, seawed observed that Wiener Faustoff (C 48/33 TU:NN 9296) sirfield was occupied by 32 MiG-15s, 1 Yak-11, 2 hiplanes, and 1 high-wing monoplane. There was a 2/10 overcest, a northwesterly thind of about 5 km/m, and visibility of 25 km. At 5 p.m., air activity was started by MiG-15s which took off and landed from south to north and made individual flights. The aircraft taxled to the take-off point and, after the inde-off, disappeared to the north. Later, they were seen flying ever Magendorff (33 Mig-15) NN 9701) to the south, then turned to the west and north, and subrequently landed at the field. The landings were made after flying exactly over the space between the two middle scarchlights of the southern row of cosmollights. Then the aircraft taxled under own power to their dispersal area. Air activity involved 12 MiG-15s from the dispersal area at the northeastern corner of the vect in the southwestern section of the field.

The following take-offs and landings were observed:

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Air activity continued after 7 p.m., according to the noise of engines heard. A van-like truck with a rod antenna, 1 mobile flight control station, 2 tank trucks, 3 trucks, and 2 jeeps were parked near the aircraft.

2. Between 8 a.m. and noon and between 1:30 p.m. and 5:30 p.m. on 14, 15 and 16 May, 32 MiG-15s, 1 Yak-11, 2 tiplanes, and 1 high-wing monoplane were still observed at the field. No Il-28s were seen. No aircraft were parked at Theresienfeld airfield. The degree of cladiness changed between 3/10 to 5/10. The ceiling was at an altitude of about 2,000 meters, there was a northwesterly wind of 5 to 10 km/h, and visibility of 25 km. Air activity was observed only during the night of 14/15 May. After 6:30 p.m. on 14 May, the sound of aircraft engines was heard from the field. There was a 0/10 overcast, good visibility and no wind. After nightfall, the mountains west of the airfield were visible. There was air activity by 18 MIG-15s from the dispersel area near the signboard on Badener Strasse. During air activity, I redic truck with a small cone-shaped antenna and a disc on top of a 6-meter-high telegroup mast, I mobile flight control station, 2 tank trucks, 4 trucks, and 3 jeeps were in operation. The obstacle lights, including those on the towers of the town, were switched on. The southern row and the northern row of spotlights continuously rediated red light. A searchlight apparently mounted on a truck continuously illuminated the stretch between the mobile flight control station at the northern edge of the field and the take-off point. A smaller white searchlight, fitted on the roof of the mobile flight control station, flashed up and apparently gave start signals. It illuminated the take-off strip until the aircraft was airborne. The sircraft which took off individually taxied to the take-off point. There, the engines were stopped for 1 to 2 minutes, once even for 5 minutes. During this interval, 1 or 2 men moved between the sircraft and the sumiliary flight control station. Then, the searchlight on the mobile flight control station flashed up, the engines were started and the aircraft took off handling south. Each aircraft crossed over the easternmost spotlight of the southern row, turned to the east and north at the southern edge of the town, flow along the Wiener Neustadt Canal probably as far as a point in line with Sollaneu, and then came in for landing. All the aircraft landed skilfully without bumping. After rolling to a step toward the flight control station, they were towed back to their dispersal area. No specific order was recognized according to which the sircrait were selected to taxy from the dispersal area to the take-off point. During sir activity, personnel continuously moved between the sumiliary flight control station and the dispersal area. The take-offs were made at intervals of 5 to 15 minutes and the flight time was from 7 to 9 minutes. From the noise of engines heard, sir activity was continued after 2 a.m. on 13 May. 25X1

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